FROM PARIS TO GENEVA.

PAILWAY TRAVELLING IN EUROPE. ULTRA-CONSERVATIVISM OF FRENCH BAILBOAD SHORT OF LIGHTNING-AN IMPOSING DOCC-MENT-PERPLEXITIES OF THE INEXPERIENCED TOURIST FROM MINNESOTA-IS COOK THE GUARDIAN ANGEL OF CONTINENTAL TRAVELLERS.

FROM THE REGULAR CORRESPONDENT OF THE TRIBUNE.

GENEVA, Sept. 8 .- We parted company, I think, at Rouen, with a view of the cathedral in the distance, and in the middle of desultory remarks about Mr. Cook and his tourists. I have since spent some days in Paris, and the place from which this letter is dated is not exactly next door to Rouen. But I may say once for all that such letters as I may chance to write while wandering about, have neither plan nor purpose beyond that of amusing myself in writing them and not wearying the readers of them beyond measure. Moreover, if is not likely that I shall quit the most hackneved highway of travel, or that I shall have adventures to narrate or discoveries to impart to the world. I not only have no plan for writing, but I have none for my journey, if journey it can be called. Two hours before I started for Geneva, I thought I should go to Basel. When I arrived in Geneva 1 thought I should go away next day. That was three days ago, and the most I have done is to change my hotel, migrating from a house that has ceased to be good, or even clean, to one that strikes me as better than ever; albeit much frequented by Americans, who are-I say it with all respect-the least exacting of travellers, and the least likely to keep a sluggish landlord up to the mark. If you choose to print such epistles as may happen to get written in these irregular circumstances, it is only fair to warn your public that the epistles will be as irregular as the circumstances, and devoid of all those virtues, such as order, sequence, proportion. Judicious choice of topics, and the rest, upon which correspondent with a well regulated mind and a high sense of duty ought to pride himself.

I suppose it is permissible to amuse myself with the details of travel-details even of the most practical and utterly prosaic kind. They do at times amuse me. I don't know that they amuse anybody else. But I have always had-I say this in confluence and not to be repeated-a conviction that I have missed my true vocation in life. I ought to have been a courier. With proper encouragement, I might yet become one. I have once or twice served in that capacity with success, though without pecuniary profit to myself. Some day I shall perhaps ask you to print my testimonials and recommend me to the public. In that way I may look forward to a useful old age; commencing, let us say, twenty or thirty years hence. There is reason to think the profession is looking up in the When the leading journal of Englandwhich no longer leads anybody, but is still so called from force of habit-prints columns of correspondence on the American method of checking baggage, and itself discourses upon the same topic at length and with gravity, what may not be hoped for by persons concerned in that business? The baggage-master may yet be the equal of a milk-peddling Dake.

SPENDING TIME ON THE RAIL. Not a few years of my vagabond life have I spent in hotels and steamers and railway carriages. If a man who travels much will compute the hours and days and weeks he passes in mere locomotion, he will find the total a very considerable one. If he is a man of affairs, he will probably call it time wasted; in which he will be partly wrong. But whether for business or pleasure, he will like to get over the ground with as little friction as possible and the more he makes his wishes known, the more rapidly will the corporations who are his masters, and ought to be his servants, approach their true position. In a letter published vesterday in a Paris paper from Clermont, where they have been setting up a statue to Pascal, the writer remarks that he has accomplished in nine hours the journey from Paris to Clermont, which took Pascal nine days. The contrast is dramatic, but nine hours is none the less an unreasonably long time for a railway journey of 250 miles. It is certain that in much less than another two hundred years the time will be reduced by half. And it will be reduced, not by any good will of the Paris and Lyons Railway directors, but in obedience to steady pressure from the outside. The Continental traffic-managers, or most of them, have yet to learn how much can be done to quicken their trains. They are far behind the English; they are not even much ahead of the Americans; yet to the Americans the French may well go to school. We I fancy, do our best with very imperfectly built roads. The French lines are solidly constructed, and their engines are tast. It is on their managing boards that they need more

ENGLISH INNOVATIONS.

The Englishman has done not a little toward modifying and in general improving the railway daughter. To them and to him alike, the process service of the Continent. For twenty years past, in season and out of season, he has cried aloud for faster trains, intimating also at times in his deferential way that he would like to be allowed the choice between making his journey by day and making it by night. He is gradually, very gradually, carrying some of his points; extorting on concession after another from reluctant railway directors, who recognize in him a customer whom they cannot afford to offend beyond a certain point; whom, nevertheless, they cordially agree in consigning privately à tous les diables. No reformer is loved by those whom he reforms. It is some years since I have journeyed from Paris to Geneva. and I took for granted that the fastest train was still, as of old, a night train, and still, as of old, consumed fifteen hours or thereabouts on the journey. But when I told my landlord that I was going to Geneva by the night express, he answered-for the excellent man, although the proprictor of his hotel and probably able to my up most of his guests, is not above giving them good advice-answered, I say, in his polite interrogative "Why not go in the morning by the 'celair'?" And on further inquiry it appeared that there are now three classes of trains from Paris to Geneva: 1st, the "rapide," so called because it is the slowest of the three; 2d, the "express"-the night express, as of old, doing the 625 kilometres in fourteen hours; and 3d, the " éclair," or lightning express, which disposes of them in eleven hours fortyseven minutes. This last it is which has been put on to satisfy the impatient Briton. The managers of the Paris and Lyons road seem to look upon the performance as a prodigy of speed, absolutely requiring the application of a new name; for which they drew upon their imaginations accordingly. From Paris to Geneva, however, the distance is much the same as from London to Edinburgh; which last the "Flying Scotchman" covers twice a day (when he does not chance to run violently down a steep bank) in nine hours, or three nours less than can be done by French lightning; and the Scotchman himself glocs not fly so fast as his brother the Dutchman on his way from Paddington to Bristol and the West of England in general. From Paris to Macon, which is rather more than twothirds of the whole distance to Geneva, the speed reaches nearly forty miles an hour; the Geneva carriages being, in fact, only a section of the morning express to Lyons. Macon once past, the electricity gives out, and nearly one-half the twelve hours is devoted to accomplishing the remaining one-third of the route. Geneva is, in fact, although a great centre of summer travel, a city which it is equally difficult to reach or to leave without undergoing some vexatious and needless delay. GETTING OUT OF THE OLD RUIS.

In one point the Paris and Lyons railway has made a startling innovation upon old rules; rules still enforced, I think, by all the other great companies; certainly so upon the Northern and Western lines. It has been the custom in France to collect the travellers by a particular train in a particular pen; when you had bought your ticket and registered your baggage, you were by no means free to go and choose your carriage and establish a hen upon a snug corner by the deposit of your lesser possessions. You were ordered into a waiting-room of which the further door was locked; to be opened at a fixed period before the fixed hour of departure; generally ten minutes. On the that engine a puffin' and whistlin' like mad all the Northern line, the remonstrances of the independ- time, "because," added he, with a subtle wisdom, ant Briton had, after long struggles, brought " she might start without us." When I came back

about a modification of this ordinance, in so far as | after breakfast, he and his womankind were nerconcerns the express from Paris to Calais or Bou- vously pitching chicken-bones out of the window, logue. A door near the luggage office was un- keeping a sharp lookout lest the guard might de locked, and an inscription over the door signified | tect them in the act. "I don't know," DIRECTORS-LIGHTNING EXPRISSES TRAT RUN to those who happened to notice it that, on condition of being provided with luggage receipts and feed by themselves in this 'ere car. I wish I'd showing them, they might go at once to the train. asked you to go with me into that refreshment This mitigated the violence of the rush that used to room. You can't think how hard it was to make be made on the release of the prisoners from their 'em understand what I wanted. They kept cell, and was a boon to those aware of the license | beckonin to me to go in to dinner, and how was I granted them. It may also have been designed as to tell 'em I had left my wife and daughter in the an inducement to carry luggage, and an indirect | carf But I did light on this chicken, I wish I knew means of swelling the illicit gains of the company from that source The traveller who had not paid omething for his lugg.ge-for he must pay a registration fee even if there were no overweight to be taxed-was still immured in the general dangeon till the last second of close time had expired.

The Paris and Lyons company have taken the far bolder step of abolishing altogether this term of imprisonment-how teng since I cannot say, but I presume the decree is not of very old date, for it is announced in every station by freshly printed placards in large type on yellow paper. The terms of this notice illustrate very well the spirit in which a great French company is administered. 1 thought it so carious that I copied it, at the risk of being interrupted and interrogated and perhaps arrested by the white-capped station-master, who watched me, and who seemed to doubt whether any rule of the company permitted a copy of itself to be made in writing. Finally he shrugged his shoulders and walked away; concluding, I suppose, that it was not worth while to take notice of any eccentricity in which a foreigner might include. Had I been a Frenchman. I certainly should have been asked to explain my motives. I afterward found I had run all this risk needlessly. The notice is printed also in the official time-table of the company, and below is a pretty literal translation of it, though no translation can convey a sufficient notion of the formality and elaborate stateliness of style in which the original is drawn up, midway between the style of an indictment and the style of a protocol. "Passengers" is but a meagre equivalent for " Messicars les Voyageurs."

lent for "Messicurs les Voyageurs."

Fassengers are noufied that the doors of the waiting-rooms leading to the platforms will in future be open permanently, and that they may at their own option, either remain in these rooms to await the announcement of toe trains or perestrate to the platforms.

Inasmich, nevertheless, as the liberty thus granted may brove dangerous, the greatest produced is rocommended to passengers; they are carnestly entreated to keep at all times at a distance from the edge of the platforms; never to cross the libe without the authorization of the Company's servants, and never to enter a train till it has been brought to a complete standstill.

And the Company carnestly entreats passengers to make sure before cetting into a train that the said fram is really the one which is appointed to take them to their destination.

I once took the liberty of remarking to a French-I once took the liberty of remarking to a French-

man upon the minuteness of the supervision to which travellers are subjected in his country The companies are quite right," was his answer. What they have to consider is the welfare of the majority of those who use their lines, and for whose safety they are responsible. Now, we have never been a travelling people; we are not used to knocking about the world as you Americans and English are; when at home we are subjected to a multitude of administrative restrictions of which you know nothing; we are not only subjected to them, but they are to us a matter of convenience and protection; we have acquired habits of depen dence upon authority and of unquestioning obe dience to it. When we travel we are more in need of this parental care than ever; we should miss it if it were not there; we want to be directed to do this and not to do that; to go here and not to go there; and when a Frenchman is told by somebody with a band round his cap to go, he goeth-not grumblingly and reluctantly as you others do, but cheerfully and even gratefully." My French friend continued to discourse to me in this tone for some time, but as his remarks, though true enough in the main, were not absolutely new, I suppress the rest of them. What I have given is enough to show that there are two sides to the question, and that there are plenty of people to whom the conception of a huge railway corporation as the brooding genius of a poultry-yard, clucking over her offspring and fluttering with angry terror if they wander out of limits, presents nothing ludierous. AN INEXPERIENCED TRAVELLER.

As travelling companion, I had a fellow-countryman from the remoter sections of the Republic, who announced himself as such by the acreage of uncovered shirt-front, on which, as the day drew on, he collected most of the dust and cinders that arrived near him. 1 met him on climbing into my compartment; name of him then and now quite on, equally unknown. He was obviously who had made his own way in life; accustomed to business and, in his own country, to travel; shrewd, hard-headed, not perfectly polished by all the contact he had undergone with his own world. but much disposed to friendly converse. With him were two ladies who were clearly his wife and of making their way about in France was unfamiliar; it was, I should say, their first journey in foreign parts. He was in a state of much embarrassment, and made no secret of it. What had happened to him on his way from the hotel to the station and during that harassing process of dismissing and paying his cab, registering his luggage, and paying for the same, and finding his way to his place in the train-I can only conjecture His experience, whatever it may have been, had brought a good deal more blood to his face than nature meant should circulate there, and his natural flow of language was perplexed by an agitated spatter.

As I looked at him, Mr. Cook, in his character of special providence to the inexperienced voyager, coursed to me. Here was a man who might, for all I knew, be one of Mr. Cook's clients, though not of the personally conducted kind. Whether he be or not, he has reached a stage in his journey where Mr. Cook has done all he can do for him until he shall arrive at his hotel in Geneva. He has overcome already, somehow or other, but with only too evident distress, all the perplexities which I recently indicated as likely to beset the Cook tourist in spite of Cook's tickets, on his way from hotel to train. What is going to happen to him now Will be find it smooth sailing for the rest of the way; or will he still keep falling into pits, out of which no Cook supplied coupous can rescue him? It appeared in a moment that the agitation visible on his empurpled face was due not only to the struggles he had just gone through, but to anxiety about his immediate future. He began by asking me if I spoke English, and being reassured by hearing a fine American accent in reply, desired to know whether this train went to Geneva; thus unconsciously complying with one of the most urgent injunctions of the yellow placard above mentioned. I said it did. "Does it go straight through for I answered that such I believed to be the intention of the company in dispatching it. "Yes, but does this car go through, or do we have to change, and do you know where we change, and how shall we know where ?" Now the carriage was plainly labelled Geneva on the outside and to this fact I called his attention, yet still he was not reassured, and with much modesty of manner hinted that it would be a relief to his mind if I were to ask " one of those chaps with uniforms," who were leisurely pacing the platform. Not one but two responded cheerfully that the carriage did in fact go through without change, and on this being interpreted to my friend from Minnesota he became comforted. "You see," said he, "I can't speak a word of this lingo, and my daughter there, she reads it pretty well if it's something she's read before, but she ain't no good for any kind o' live talk, and my wife she's just as bad as me, and how should I know but she might be going back to Dieppe f"-which he pronounced Deep.

TWENTY MINUTES FOR DINNER! At half-past 11 we stopped at Tonnerre, where we were to breakfast; where a considerate company allows twenty minutes for that purpose, and a not less considerate caterer sets out a table d'hote with an elaborate repast which he prefers-perhaps because under that name he can charge more for itto call dinner. Of this I advised my companion, but he shook his head and said he reckoned he wouldn't care to sit down to a square meal with

how much that fat woman behind the counter made me pay for it. And world you mind asking one of those fellows once more if he's sure this enr goes to Geneva ?"

It was a little incoherent, but pathetic, though I aemit it became less nathetic when repeated at half a dozen other stations. At Macon, at Amberien, at Culoz-junctions each one of themthe same series or interrogatories had to be an swered, and at each the pangs of hunger assailed some member of the family, and protracted negotiations had to be entered upon to arrange the pecuniary difficulties that arose. The appearance of a guard inquisitive about tickets was the sure signal for a long colloque; two or three times I was waked in order to restore peace, and once at the Scotch Highlanders used to be. Individuals least I had to forego my slumbers in order to dissome of a problem which I thought purely theoretical. In the end we did reach Geneva. I hope it will be accounted to me for good by and by that I stuck to my party to the last; saw them and their parcels out of the train and into an omnibus; got at any moment they are liable to be ordered to suptheir luggage for them; saw it stowed on the roof, reduced the demand of the porter for his services by four-fifths; and sent them on their way to a hotel I had never heard of, with the assurance that they could not be taken elsewhere because the omnibus and the conquetor thereof belonged to that hotel and no other. The conductor had in fact proved his fidelity to his master by trying to kidnap me also and my pertmantean; in which he was foiled. I was bound elsewhither, and I had, to tell of native wit, and they are said sometimes to be the truth, seen as much as I cared to for that day of the citizen of Minnesota. I was sincerely delighted to be of use to him, and if I had any pride or vainglory in my superior sequantance with Europe, it was quite taken out of me next day when I found I had left the hotel porter to pay my cab, and that porter and cabman had conspired to treble the fare and divide the surplus between them. I paid it without a murmur. But if all of us had been under Mr. Cook's care, from which one of the perplexities we endured on the road would he have delivered us? G. W. S.

RELICS OF FRANKLIN'S MEN.

WHAT LIEUTENANT SCHWATKA FOUND. THE COLLECTION AT THE ROOMS OF THE GEOGRAPH

ICAL SOCIETY IN TWENTY-NINTH-ST. In the rooms of the American Geographical So niety, in Twenty-ninth-st., are collected the last relies of the men who accompanied Sir John Franklm in his Arctic search. Lieutenant Schwatka has carefully preserved the very smallest objects in any way connected with that ill-fated expedition, and they are now being carefully labelled, preparatory to being placed on private exhibition, before they are sent to England. Some of these articles were picked up by Lieutenant Schwatka and his companions themseives; others were obtained by barter from the Esquimanx; and the searchers were directed to places where they found others by the tales of the Esquimanx whom they met. For a generation these mementoes have been lying in the sand or snow, or have been in the possession of the Esquimaux, and their battered unsightly appearance can haruly fail to add something to the pathetic interest that envelops them.

Some of the earliest discoveries were made at Irving Bay, and the first article found there was a rusty pickaxe, bearing the broad arrow of England still listmetly visible. A wooden block, part of the tackle of a ship or boat, some copper pipes, a canvass belt, a pewter pail, and ome pieces of suspender buckles were also found at Irving Bay. Near Lientenant Irving's grave the explorers picked up a rusty tin box, a prize medal, the object glass of a telescope, some brass buttons, pieces of cloth and small shoe buckles. The most melancholy interest attaches to a large handkerchief from Lieutenant Irving's grave, which, judging from its position, was probably placed noder his head when he was laid to rest by his weary and descouraged This is very large, apparently of silk, with unknown to me; occupation in his, history, and so a dark background, on which are fanciful designs apparently once of a brilliant red. When unfolded the handkerchief is seen to be tattere and incrusted in spots with a heavy mould.

Many wooden articles wonderfully well preserved have been brought back. They are part of a boat found by the natives at Wilmor Bay, the prow of a boat from Erebus Bay, the blade of an our picked up at Washington Bay, and some snow-shoes made by the from wood belonging to the wrecked ships and boats. Then there are an old boot and a shoe gaping open so widely at the seams that their appearance would be Indicrons did one forget their history.

From Cape Felix have been brought the top of a tin can, marked "Edwards' Preserved Potatoes," nd bearing the English coat of arms; the top of a iass can, marked "Powell, Bristol"; a pair of seisors, some buttons, a piece of a porcelain teacup, some shot, a piece of anthracite coal, and a forlorn old hair-brush, At the boat-place in Erebus Bay a razor was found. The broken blade, half eaten up by rust, still swings on its pivots, although the handle is broken and chapsed to the last point of dilapolation. There are also two combs, or rather the remains of two combs and some fish lines. The top of a boat must, with the small from block and ring still in place, and a piece of a measuring stick have been brought back from Starvation Cove, Some wire-gauze once used in snow gogeles came from a grave east of the Pfeffer River. A sled rope and buckle were found at Erebus Bay, the latter being from a grave. At Wall Bay were discovered some builets, the stayes of a cask and an axe. The latter was found through the directions of some Esquimanx. From the same place are a tin can marked "J. Cowen, ironmonger, Woolwich," some tin cups, canteens and boxes. The bowl of a spoon in this collection was given to Lieutenant Schwatka by an inuit. A large roll of lead was probably carried by the survivors of Franklin to aid in repairing their boat. The uses of a mouldy strip of leather are not clearly indicated. Some heavy blue cloth, half decayed, was taken in part from graves. Among several pieces of iron belonging to various implements are some sharply notebed spear-heads,

The copper that Franklin's men either took from he ships for repairing purposes when they started southward, or else abandoned with other articles in the slans has been turned to a variety of uses chiefly. if not entirely, by the Esquimaux. In addition to the copper ptates there are some rude fish hooks fashioned out of copper, with bone and lead sinkers. fashioned out of copper, with bone and lead sinkers. The copper appears again in some cursons knives. The heavy handles, of whale or wairns bone, are from six to eight inches in length. In some cases the handles have been cracked and are womn with small strips of hide. One knife has a blade only two or three inches in length, while in another the blade is crescent-shaped, like the domestic chopping knife, and the handle is of driftwood. The most curious among these knives is a dagger made entirely of bone. The handle is alghrity notched, and the long narrow blade is concave on one side. Among these knives appears an instrument of bone Among these kuives appears an instrument of bone and from resembling somewhat a three-pronged fish-spear. The iron and copper in these instruments undoubledly or ginally came from the Erobus and Terror, but they were made generally, if not in every case, by the Esquimanx. The same is true of some heavy hammers and one or two little axes of

pper. Among the other relics of Franklin's men are the shaft a a spear, some little from wheels and bits of tackle. Four large blubber stoves, still in a fair state of preservation, have been brought back from Irving Bay, together with a fragment of a shovel. In the basement of the building occupied by the Geographical Society Lieutenant Schwatka has placed the runners of a sled used by the unfortunate men in their journey southward. They are heavy pieces of hard timber, perhaps five mehes wide and three in thickness and tifteen feet in length. This completes the collection of relies that Lieutenant Schwatka has discovered. Lieutenant Irving's In the basement of the building occupied by the On October 28 Lieutenant Schwatka will deliver an address upon his expedition before the American

ALBANIA AND THE PORTE.

LETTER FROM THE REV. HENRY O. DWIGHT THE PLACE WHERE THEY KEEP ALBANIANS -MERCENARY AND TREACHEROUS CHARACTE OF THE ALBANIAN CLANS-THEIR NONDESCRIPE BELIGIOUS FAITH-PERFIDIOUS TURKISH DIPLO MACY-THE INSUBERCTION A FARCE.

To the Editor of The Tribune. Six: The Turkish atlas that is used in the high est schools of Constantinople shows, on the easter: coast of the Adriatic Sea, an irregular tract of ountry which it names the Arnaoutlok. Arnaoutluk is a noun of place derived under regular gram matical rules from the word Arnaon; -- an Albanian The name of this district attracts attention, because it is the only one in the whole atlas that is formed under this grammatical rule. It significations the place of the Albanians," or even "the place where they keep Albanians."

This contemptuous way of naming that part of Turkey, just now before the eyes of Europe, illustrates the estimation in which Albaniaus are held among the wass of the people of Turkey. The Albanians are known to the Turks to be a people without indi viduality, and for this reason difficult to class as nationality. They are divided into clans, much a among them surrender their private judgment to the control of their chieftains. A few men thus control a race, whose members are in their hands little more than chattels. For Albanians to possess a feeling like public spirit is impossible, part this or that private scheme of the chief of the clau, and a whole clan will change front in a twinkling in obedience to the order.

CHARACTERISTICS OF THE ALBANIANS. As to personal cuaracteristics, the Albanians are ignorant, and exhibit all the bratality that belongs to ignorance. They have no books, no schools of their own-not even an alphabet in which their language can be written. They have a good deal trusty friends. But their surrender of conscience to their chiefs makes them, as a class, treacherous as no other race in European Turkey is treacherous. They follow with pertinacity the law of retaliation for injuries, and bloody fends between their families continue through generation after generation. The Albamans are skilled robbers. Their history is a history of blood shed for money. One of their proverbs says: " My purse is my soul-may it be fat." The chiefs of the claus use their forces for money-gotting. They will be at peace if paid for it, but war commonly pays better. The reckless readiness with arms tier, the Arbanian Nation reappeared again at Novi shown by the Albanians has always made them Bazar. This time the insurrection took the form of valued auxiliaries to the Turks. Perhaps this explains why the Turks have never medaled with their peculiar institutions. During the Greek revo lation in 1824 the Turks employed great numbers lested, but their intention to resist the Austrians if of Albanians. Yet the habits of these people were a cause of the success of the Greeks. The Albacians deliberately avoided decisive successes, as at Misso lought. They proloaged the war because the work pleased them, and so did the pay. In the end a targe corps of Albanians, after having invergled the Turks into giving them three months' pay in advance, retired from the field to enjoy the fruits of glory. A summons to the army of Mehmed Alt Pacha from Egypt but partially rescued the Sultan from the embarras ment caused by this descriton.

The relations of the Turkish Government to the Albanians have always been peculiar. The Turks have always exercised supremacy over the Albanians, but they have never interfered with their clan organization. Tacy have preferred to deal with the chiefs, leaving them to deal with the people. They have managed, father than ruled, the Albanians. To the chiefs they have given offices and annuities; and in return they have been allowed to tax the people. Every few years some clan has made insurrection, but a judicious combination of money with cold steel has always calmed the effervesence without leaving rankling hate on either side. Doubtless the Albianuans have an affection for their native mountains. Yet, since their affections centre upon the personal property of other dwellers in their borders rather than upon the soil of their bomes, the Turkish Government bas never, until new, made much account of Albama as a definite territorial division. The region has not been regarded as belonging to the people, but the people as an accident of the region. So the atlaspublished for the Government schools of Constants nople speaks of the district as " the place of the Albantans."

NONDESCRIPT RELIGION. In religion the larger part of the Albanians are Mahometans. Other clans are Roman Catholics, and yet others belong to the Greek Church. Then religious views are another cause of the contempt felt for them by the Turks as a nation. The most of the leading men and many of the common people, among Mahometan Albanians, are meanhers of the order of Bekrashi dervishes. These Bektashis make a secret of their peculiar variation on the Mahometan religious belief. To pro tect their secrets they have signs and passwords. They might be called the Perfectionists of the Moslems. They believe that Ali, the son-in-law of Mahomet, was God incarnate, and that he performed a mediatorial office for all Mahometans. He pe formed meritorious works, and untered prayers vi cariously for his followers, so that no Moslem need make prayers or do good deeds with the object of winning favor with God. The Bektasbi statement of the case is, "Our prayers have been said " (by Ali). Whoever has faith to believe that he ha permanently been introduced by Ali to the favor of God may act as he pleases without sense of sin. The Bektashia divide mankind into two classes: 'raw souls"-those who are still in boudage to ceremonial observances; and "cooked souls"those fully ripened characters who enjoy the freedom which arises from the knowledge that it is impossible to offend God. These tenets, more or less clearly understood by the outside world, have won for the Bektashi dervishes the title of heretic among Mosiems, and the name of free-thinker among foreigners resident i.. Turkey.

As I have said, the Albanians are extensively con nected with this order of dervishes. The looseness of the Bektashi principles agree with the tastes of the Albanians, while the nominal Mahometanism of the system secures to them all the advantages which subjects of the Sultan gain by adherence to the religion of the The Albanians are fanatical Mahometans, full of threatenings to all infide's, whenever the oppres sion, or the robbery, or the murder of Christians is in question. When the spoiling of Christian villaces is not before them, they have no further immediate use for fanaticism. Here e, in their relations with the Turks, they are found to be very lax Mahometans indeed. They are careless of the spiritual supremacy of the Sultan as Caliph, and they are even ready, when occasion offers, to go to church and worship the same saints as are adored by the Christians about them. Notwithstanding this laxily on the part of the Albanians, it is in the character of facatical Mahometans that they are now held up before Europe by the Turkish Government.

The Porte is now asking Europe to believe that these people have suddenly developed a high patriotism sufficient to rouse them to the defence of the place of the Albanians," with various outlying districts, against all Europe; that they have exhibited stathen: will endanger the lives of all Christians living amongst them. Turkish diplomacy is renowned for its fertility of resource. It has, however, outdone its own record in the production of this three-horned dilemma as an answer to European de-

PERFIDIOUS DIPLOMACY OF THE PORTE The rights of the Albanians, and the Albanian nationality as a unit, first appeared in 1878, when the doctrine of the rights of Bulgarians, Greeks and other nationalities was much talked of in Europe. The idea was caught up by the Turkish newspapers of Constantinople after the Treaty of San Stefano as eagerly as if they had scored a point in thus taking a leaf from the book of the Pansiavists. When the protest of Lord Salisbury against the Russian treaty seemed to show that England would take arms in defence of Turkey, the Albanian movement dropped out of existence. But when the Congress of Berlin showed that

Turkey single-handed must face Europe on the

mestion of ceding territory to Greece and Montes THE DISTRESS IN IRELAND. egro, the Albanian nationality revived again Meetings of the chiefs were held at Prizrend and at Monastir. Both places were the seats of Turkish Governors-General, and both were heavily garrisimed with Turkish troops. Yet the Albanian chiefs calmly proceeded to declare themselves in revolt, and announced that they had thrown of

and announced that they had thrown off allegiance to the Sultan forever. They would defend toeir land from all comers themselves, since the Sultan was qualified to do it.

Considering the nature of the decisions proclaimed by these meetings, the Turkish Government received the news with great equalimity. Moreover, the chiefs were not molested during their sessions, and were not hindered in their departure from the Turkish camps. This fact first attracted attention to the churacter of the Albanian insurrection. Next it was observed that the Turkish newspapers of Constantinopie, atthough under a very strict censorship, gave open encouragement to the Albanian League. Their columns speke of its doings as if they were of general interest to all patriots. Then it was noted that Albanian chiefs often visited Constantinopie, coming and going unmolested, although the fact that they were members of the League was in every paper.

the fact time they were members of the League was nevery paper.

Meanwhile the Porte was explaining that it could not cede territory to Greece, because the formidable revolt of the Albanian Nation could not easily be repressed. It sent a high officer, Mehmed Ah Pacha, to attempt to calm the Albanians, but he was assassinated by them. No better proof was needed than this of the helplessness of the Sultan before the fury of these wild mountaineers.

Europe made no haste to enforce its decrees, and the Albanian movement seemed to the out. The Turkish Government seemed not to have veogeful feelings toward the chiefs of the insurrection; there were friendly relations between Turkish officials and the robeis, and nil went smoothly.

being toward the cases of the manner there were triendly relations between Turkish fficials and the rebeis, and all went smoothly, even the murderers of Mehmed Ali Facha vere not rigorously dealt with. At this time t began to be reported in Constantinople that the esassituation of this high officer by Albanian rebeis, had been arranged before he bade farewell of the Sultan on his appointment to the command "rebels" had been arranged before he bade farewest to the Sultan on his appointment to the command of the disturbed regions. People remembered that Melmed Ali was a renegade German, disasted by all turkish officials because of his alien blood, and hated by all litch army officers because of his military success. The records of intrigue among Turkish Pachas remered the truth of the report possible. A large number of the people of Censtantinople to the deep belove it unphable. this day believe it probable.

A FARCICAL INSURRECTION. All this time the Austrian occupation of Bosnia was in progress, resisted by the inhabitants, who had also revolted against the Sultan's authority for this purpose. These patriotic Bosnians were armed with the rifles of the Turkish army, and they were led by army officers who had deserted their colors. These officers, by the way, have never been punished for this desertion. When the Austrian armies drev near to the completion of their work, and the Turks had not yet agreed to the details of the new fronan independent body of 30,000 Albanians, which encamped by the side of the Forkish regular garrison of the place. The rebels were in no wise m they attacked Novi Bazar was approved by all the Turkish newspapers. One leading newspaper explained to its readers at this time that the Albanian insurrection was not an insurrection. This did not orevent the Porte from pleading the Albanian insurrection when in December, 1878, Europe began to press for a settlement of the question of the Greek frontiers. The negotiations opened at this time with Greece ended in nothing, and then the Albanprrection ended in nothing also,

ian insurrection ended in nothing also.

In the two years that have suite elapsed not an Abanian has been arrested for insurrection, not a token of any kind has been given by the Turkish devermment that it regards the Albanians as in revalt. When Turkish diplomacy has sacceeded in staying off the demands of Europe, the Albanians have been quiet, and Turkish officials have exercised all the functions of government among them. But whenever Europe has grown exigent, and the suiten assignant misself mosted into a corner, then Su tan has found himself possed into a corner, then the Turkish M master of Foreign Affairs has pointed blandly to the sacred feeling of the Albanian nation-arity, and the non-possumus of the Porte has been em-phasized by the reappearance of the Albanian

Morristille, Vt., Oct. 5, 1880.

RAILWAY NEWS.

RAPID TRANSIT IN BROOKLYN. Subscription books were opened yesterday in Brooklyn by Hiram W. Hunt, treasurer of the Rapid Transf: Commission, for 10,000 shares of the stock of the Brooklyn Kapid Transit Company. All the stock was at once subscribed for by Charles R. Fint, who pre sented powers of attorney from all those whose names he put down, twenty-eight in number. It was stated that most of the names were those of "dummies," and that the Bughton Beach managers and a few other capitalists are the real purchasers. It is rumored that the Brigaton Beach people have had estimates prepared for he construction of an underground tailroad from the oralge terminus to the Bedford-ave, depot on the route bridge terminus to the Redford-ave, depot on the route of the Sicam Transi Company, for the purpose of running their heavy engines directly from the bridge to Coney Island. The cost is given at 8700,000 s mile. The road will be built, it is said, if the sievated road cannot be put through quicky. The estimates made for the work in 1873 were \$1,000,000 a mile.

President Bond and arens of the Kings County Rievated Rauroud have visited properly owners in Fullanst, during the inst few days to obtain their coavent to the construction of the Bond road in that street. They diero to pay damages out of the earings of the road, and to build it to suit the property owners' convenience as much as nossible. They do not appear to have had mach success.

KNOCKED FROMOTHE ELEVATED ROAD.

Francis Yager, age thirty-six, of Thirtysixth-st, and Tenth-ave., was struck by an engine of the second Avenue Elevated Ratiroad yesterday at One-mannired and eighteenthest. He was thrown to the ground and his sault was fractures. The police took um to the Ninety Ninth Street Hospital.

NEW RAILS IN BROOKLYN. The rails of the Smith and Ninth-st. surface road are being relant.

NEW GOODS ON THE WEST SIDE.

Simpson, Crawford & Simpson, in their new establishment at Sixth-ave, and Nineteenth-st, yesterday put on gain attire in honor of their regular Fall opening. New goods were shown in all departme ts, but the principal attraction was in the sust department, on the second floor where unusual pains had been taken to render this opening superior to any of the preceding openings not only in a larger assortment but in the quality of the costumes and wraps exhibited. Among veivet and cream-white satin. The veivet front was on tirely covered by a full of lace heavily embroidered with pear and crystal beads, which fell in two cascades, each edged with a frieze of pearl and crystal heads. The the handsomest dresses was an evening aress of white tirely covered by a fall of here heavily embrodered with pearl and crystal beads, which fell in two cascades, each edged with a fringe of pearl and crystal beads. The flowing train of white velvet was attached to the corsace just below the waist in a fin fuffic fined with resamphing the waist may be a fine the flowing train of white velvet was flushed with a high Medies ruff of velvet. Another evening dress of heliotrope and white breeads had a front of Spanish lace with the dosign wrought in real pears and the petals formed by tassels of the same beads. The square train was formed by a combination of the white and heliotrope brocades held by large white silk cord with large bals of seed pears. The square corsage had a hait vest of white sath and in the pleats, across which the heliotrope corsage was faced with white cord. The neck was this held with a Medicis ruff. Among the walking consumes was one of dark sine velvel combined with gen l'arme bine and gold brocade. The left side of the velvet skirt was late it deep kit pleats and was without drapery, while on the right side was arranged unique drapery, while on the right side was arranged unique drapery of the brocade edged with chealile fringe. The basque was of brocade and battoned close to the throat with cut and enamelied buttons. There was a large display of manites and jackets, and a number of India shows were exhibited. The infants' wardrobe and hadies' underwear departments are specially worthy of notice and were more than usually attractive yesterday.

BITING A MAN'S NOSE OFF.

Antonio Arego and Joseph Lafonte, two end of their week's labors last evening with copious libations of stale beer. A young girl to whom both one court shared in the festivities and in the end the rag piezers quarrelled about the girl. Arego fough with his teeth and bit off Lafonte's nose. As it could not afterward be found the pulice, who arrested Arego, con-oluded that he had eaten it. The badly wounded man was taken to the hospital.

OPPRESSION OF THE KERRY TENANTRY.

PALSITY OF LORD LANSDOWNE'S PUBLIC PROFES-SIONS-A SHOCKING RECITAL OF FACES,

PROM A SPECIAL CORRESPONDENT OF THE TRIBUNE. Dunary, Aug 7 .- Although I have already sent on five letters on the Lansdowne estates in Kerry, I have not yet exhausted my illustrations of the nfamy of the conditions of life under which the tenantry are struggling to exist. If the facts I have recorded condemn the system and do discredit to Lord Lansdowne, the reader should remember that I selected neither the ground nor the antagonist-for I went to the estates that the organs of the landlords themselves selected and extolled as examples of the beneficent influence of the existing system, and I took the nobleman whose refusal to remain in Mr. Gladstone's Administration entitles him to be regarded as "time's latest incarnation" of Irish landlord prerogatives and principles. No landlord in Ireland, except one, has a better reputation outside of ireland than the Marquis of Lansdowns. No family in Ireland, by itself and its agents, has done more than the Lansdowne family to create the impression that the Irish peasantry are lawless, improvident, drunken, and intemperate, and that the Irish landlords (to repeat once more Lord Lansdowne's own words) are "a class who have spent fortunes, lives and energies in endeavoring to americrate the condition of their country and set an example of order and industry within it."

My investigations showed that the Lansdownes have not " spent fortunes" among their tenantcy in Kerry, but that they have wrang fortunes out of their censeless toil, and that all their "energies" have been directed, not in "ameliorating the condition of the county." but in devising and executing with tireless cruelty new methods for impoverishing the people and driving them into exile, Their accusation against their peasantry, that they are indolent, is both false and cowardly. I desire to repeat once more that the industry of the Irish peasantry everywhere is incessant and almost incredible. It is the landlords who are the loafers

What have the landlords of Kerry done to ameliorate the condition" of their people during the late famine? At the last Quarter Sessions the landlords of Kerry took out 204 processes of ejectment, and the records show that the statement was true which added, "especially by Lansdowne and Makony of Dromore." Mahony is one of the Irish landlerds who have denounced the "agrarian schemes" of the Irish Land Reformers in American journals. Some thirty decrees of possession were issued at the same time. Last year Lord Lansdowne served ejectment processes fourteen days after the six months' rent was due.

Under Gladstone's Act of 1870, no landlord can evict for failure to pay rent unless the tenant is in arrears for at least one year. There is always in the West of Ireland what is called a "hanging gale " due-that is, every tenant is allowed to occupy his farm a year before he is called on to pay rent, and then he pays for six months only. He is always in arrears six months. "Gale" means six months' rent, and this unpaid period is called the "hanging gale." Now, after a tenant is in arrears six months over the "hanging gale," he is hable to be served with a process of ejectment without the right to compensation for disturbance. But Lansdowne has contrived a method by which he can evict an ignorant peasant at any time. All his rents are dated back one year! There is a "hanging year" on paper, although there is never more than a " hanging gale " in fact. If any one should hire from Lord Lansdowne on this 7th day of August, 1880, and pay in advance for a farm for one year, the receipt would show that he had paid, not up to August, 1881, but from August, 1879! A blastical by the reappearance of the Afbanian League and its insurrection.

I here has been a terrible middle in the telegrams concerning this Deleigno affair. Albanian insurgents and Turkish Pachas have seemed inextricably mixed in camp and in castic. Supplies for troops have fed insurgents have foraged for troops. Albanian chieftams, breathing ont, one day, threatenings and shaughter against the Sultan, are found, the next day, hobinobling with the Sultan's confidential agents.

The key to all this model lies in one scatence. The Albanian insurrection is an immense farce. It is an insurrection for purpose at home, and between the base no root and no purpose at home, and between the home and to purpose the form, and the Mahanian patriots, it insults the European intelligence. For all the facts here cated go to show that the idea of Albanian rights, as well as the incidement of the Albanian to the terms of the desperate men in the palaces of Constantineple.

HENRY O. DWIGHT.

true that a man died from starvation in Kenmare. He had sufficient food, but died of an internal disease, and he was a netorious drunkard." On the third day, a coroner's inquest was held on the body. Its verdict was: "We find that the deceased died suddenly in the Market House, Kenmare, from natural causes, and we further find, after the most painstaking investigation, that his death resulted from destitution and insufficient food.

In The Kerry Scatinet of February 24 a resolu-tion of the Kennare Board of Guardians was pub-lished, in which it is stated that "this Board inquired into the circumstances of Dennis Sullivan's death, and find that he had been sum iently supdeath, and find that he had been sufficiently supplied with food beforehand, and that on the morning of his death his break fast consisted of hot cornicake and tea. This Board have ascertained that Dennis Suffixan has been suffering from a recurrence of an internal disease, which doubtless led to the premature decease. This Board have ascertained that intemperance and improvidence marked the home of the deceased. In the same journal, and in the same number, three of the jurors published a card, publicly calling on the Board of Guardians "to state when, where, and how their inquiry was held—whether it was a sworn one, and Guardians "to state when, where, and how their inquiry was held—whether it was a sworn one, and who the witnesses were." This challenge by the coroner's jury led to a "sworn inquiry" by the local Government Board, and was "confined solely to the question as to the alleged destitution of the deceased." The same witnesses who appeared before the cororer's jury were examined at this inquiry. From the records of these two investigations of the state of the coroner's property of the state of the coroner's property. inquiry. From the records of these two investi-gations, and from the bins of one of the inty, I gleaned the story of Dennis Sullivan's death. Mr. Harrington, of the Kerry Scatinet, has teld the story so well that I bresent it in his words—adding only such brief comments as are needed to enable Amer-icans to understand it. I have carefully read the evidence thrice to see whether Mr. Harrington's ac-count was strictly in accordance with it. It is cor-sect to every statement: rect in every statement :

DEATH OF DENNIS SULLIVAN. DEATH OF DENNIS SULLIVAN.

The yerdict arrived at by the tabell-gent jury sworn to inquire it to the death of Dennis Sullivan at Kenmare appears to have fluitered the dove estes of Landforrhein in that quarter. Mr. Trench and his Board of Guardians rushed into print with indecent haste to revite the cuaracter of the dead, by stating that he was a notorious drunkard, and more money was expended in circulating this calumny all over the Empire than would have kept the unfortunate man from starvation, if Mr. Trench and also Guardians had but seen to his circumstances to time *** That he had not been a drunkard—much less a "notorious" one—was established by ond doubt time. * * That he had not been a drumand—much less a "notorious" one—was established beyond dotted at the inquest, and on the sing clear and sweet actioning it was proved to the ind been for a long time in abject desittation, a house, for some few data backets the local Relief Committee flust their established by the cool Num of Allman, had come to his aid. The indicate circumstances attenting the poor man's death reveal a truly skid story of the callous instifference of Iriah landlords and their agents to the misery of the poor.

poor man's death reveal a truy sid story of the endous instificence of Irish landlerds and their agents to the misery of the poor.

All who know the prostrate condition of our people this trying year of famine, know that they suffer from a surrely of feel as well as from a scarcity of food. The year was unsuited in a great measure to the saving of tinf, and even in more probability spars the proceeding of the process of the saving of tinf, and even in more probability was the proceedinged by landlords for furfery is often so loga that people who have not constant employ ment cannot make the ourselvest of the saving crist-the neble M (quis (of Lansdowne) who owns visit called a firms to the poor; and, it appears that he actually have a savent of sylvan Cerberus, in the scape of a wood ballif, to preserve the rotten branches of trees and bits of theory from being taken home to the fireless hearths of the poor.

For entering upon some part of the Marquis of Landowne's property and preking bits of them wood for firing, the wife of this poor man was brought to court and fined. The inhumanity of the act is best centure in the monstrous crime, this iterrible labustice to lea most noble Marquis of Lansdowne, the poor woman was sheed (between costs and comprisation) in three smilings and one peany. This fine not being paid (they were pennices), she was to have been arrested and case into fall. Her husband rose up from that bed where langer and want had prostrated and and whit in search of an official of the Lansdowne office who owed him that amount, and it was write engaged in this melandory work that death overtook him.

When these things are considered, persons will not be slow in flanding a reason for the part players at the inquest, and in the butting types, by Mr. Trench, the agent of the Marquis of Lansdowne.

America sent food to the Nun of Kemmare to feed Lord Lansdowne's tenants.

America sent food to the Nun of Kenmare to feed Lord Lansdowne's tenants, but Lord Lansdowne sentenced one of the most wretched of them to jail because she took a pennyworth of rotten wood with which to cook this American food!

JAM S REDPATH.